



May 27, 1994

FOR IMMEDIATE RELEASE

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TWELVE SITES IDENTIFIED AS POTENTIAL SUPPLEMENTAL AIRPORTS

SEATTLE -- Puget Sound Regional Council consultants have identified 12 sites which, through preliminary analysis, seem to have some potential as possible areas where a major supplemental airport could be feasible.

The initial study results by TAMS Consultants, Inc., show that all of the sites have flaws, but none that so far have ruled out any of the 12 from further consideration. The sites are from a list of 25 that have been investigated by the consultants in the first phase of the Major Supplemental Airport Feasibility Study being conducted by the Regional Council.

It's important to note that the 12 sites identified will undergo substantial additional screening to determine which, if any, might be carried forward into a second phase of far more stringent review. Information on the 12 sites was presented Friday (May 27) to the Major Supplemental Airport Working Group, which includes representatives of community, business, environmental and government agencies and groups.

The Working Group will review the information presented on the 12 sites and, when it meets again June 24, will formulate comments and possibly a recommendation to the Regional Council's Growth Management and Transportation Policy Boards. The Policy Boards will meet in joint session on July 14, and are scheduled to develop a recommendation to the Regional Council Executive Board on whether any of the sites identified should be carried forward for further study.

There would then be a formal public comment period until August 26, when the Executive Board could determine that one or more of the sites identified should be investigated in much greater detail in a second phase of the feasibility study, or that none of the sites is potentially suitable, and no further study is required. The 12 sites, from north to south, are:

the Stanwood Site, which is northeast of Stanwood along Interstate 5 near the Skagit-Snohomish County line;

Arlington, which envisions expansion of the existing Arlington Airport;

Marysville-West, which is northwest of Marysville along I-5, and part of which is on the Tulalip Indian Reservation;

Marysville-East, which is northeast of Marysville along Highway 9;

Bothell/Mill Creek, which is north of Bothell and right to the east of Mill Creek;

the Duvall Site, which is northwest of Duvall and is about one-third in King County and two-thirds in Snohomish County, with the Snoqualmie River on the east and Devils, Echo and Paradise lakes on the west;

-- more --

the Redmond Site, which is several miles east of Redmond and about a mile north of Highway 202;

Lake Sawyer, which is west of Black Diamond between Lake Morton and Lake Sawyer in southeast King County;

the Enumclaw Site, which is west of Enumclaw and east of Lake Tapps near the King-Pierce County line, with Highway 164 running right through the middle of the site;

McChord, which envisions expansion and joint use of the existing McChord Air Force Base;

the Frederickson Site, which is east of Fort Lewis between Highway 7 and Highway 161; and

the Tanwax Lake Site, which is southeast of Fort Lewis in Pierce County near the intersection of Highway 7 and Highway 702 between Muck and Horn Creeks.

If potential sites are carried forward into a second phase, the Council will explore in greater detail whether the site or sites can be developed, what the impacts of developing those sites would be, and when site development could occur. The study would include environmental, financial, legal, market, and institutional considerations, plus a determination of when a major supplemental airport could be operational.

Designated under federal and state law as the regional planning organization for King, Kitsap, Pierce and Snohomish counties, the Regional Council is responsible for the aviation element of the region's transportation plan, which addresses how the region will meet its air transportation needs. The Council has determined that the region should look at the possibility of either or both a major supplemental airport and a third runway at Sea-Tac Airport to meet future needs.

Selection of a supplemental airport site for the region would require an extensive public process including meetings, a hearing, and an amendment to the region's transportation plan, which would have to be approved by a two-thirds majority by the Regional Council General Assembly, which includes representatives from all Regional Council members.

In addition to King, Kitsap, Pierce and Snohomish counties, members of the Regional Council include nearly all cities and towns within those counties, as well as the Ports of Everett, Seattle and Tacoma, and the Washington State Department of Transportation and Transportation Commission.

The Council has a self-imposed deadline of April 1, 1996, to determine whether a major supplemental airport can be sited in a timely manner within the four-county region, and if it can, whether it could eliminate the need for the third runway. If not, then work on the third runway could be authorized, subject to conditions related to noise, to manage of air traffic at Sea-Tac, and to management of the overall transportation system, as well as the outcome of an environmental impact statement related to the third runway.

The Regional Council has established a 24-hour hotline to give anyone the opportunity to provide comments or ask questions about the supplemental airport site search. The hotline number is (206) 517-9487.

#

PRELIMINARY
Subject to Review

Major Supplemental Airport Feasibility Study
May 26, 1994

Site Analysis and Interim Results

At the May 27 meeting of the Working Group, TAMS Consultants, the Regional Council's study consultant, will identify 12 sites in the central Puget Sound region that could support development of a Major Supplemental Airport (MSA). Twenty-five sites have been investigated. The 12 remaining sites are physically capable of meeting the initial MSA planning criteria developed with input from the Working Group; are not obstructed by surrounding terrain; can support construction at a reasonable cost; and do not pose a severe conflict with civil and military air traffic in the Region.

Between May 27 and June 24, the Working Group will review information developed in the site analysis process. At its June 24 meeting, the Group will formulate comments and/or recommendations on the feasibility of MSA sites. The comments of the Working Group will be forwarded to the PSRC Growth Management and Transportation Policy Boards. At their joint meeting on July 14, the Policy Boards are scheduled to formulate a recommendation to the Executive Board on whether there are potential sites for development of the MSA. Their recommendation would be offered for public comment between July 18 and August 21. On August 26, the Executive Board would then consider whether it appears feasible to develop an MSA. If an MSA is considered feasible, a second phase of the study will be initiated to investigate potential sites in detail. The second phase is scheduled to be completed by late 1995.

The Site Analysis Process

In early stages of the study, initial criteria for the MSA were formulated with input from the Working Group. The MSA would initially serve short and medium haul flights for passengers originating in the Puget Sound region. Ultimately, the airport could be expanded to serve activity that cannot be served at Sea-Tac. The MSA criteria call for a minimum airport site of about 2,200 acres that will accommodate two, independent runways. Actual property required to accommodate the MSA and mitigate noise impacts would likely be substantially more than 2,200 acres. The MSA would initially be developed with a single, 8,000-foot runway. As dictated by demand, the airport could ultimately be expanded to include two parallel, precision instrument runways up to 10,000 feet long.

Potential airport sites in the four-county central Puget Sound region were initially identified in the series of studies associated with the Flight Plan. TAMS screened all of the sites previously identified and identified other areas where the MSA might be built. All areas of the region that might support an MSA, and that were located within 45 minutes driving time of the major population centers along the eastern shore of Puget Sound, were grouped into eight Site Search Areas (SSAs) named: South Fort Lewis,



McChord, Central Pierce, East Pierce, Southeast King, Northeast King, South Central Snohomish, and North Snohomish. A market analysis was conducted to determine the potential for airports located in each SSA to attract passengers. Those Site Search Areas demonstrating the highest potential to attract passengers were found to be Northeast King and South Central Snohomish.

Twenty-five potential MSA sites were initially identified in the study. Six were just outside the four-county region and were dropped from further consideration. The remaining were evaluated for instrument approach capability, local airspace acceptability, relative construction cost, potential for expansion (beyond the MSA minimum criteria), noise impact, and predominant use of land and number of people on the site. A single set of noise contours representing "buildout" activity for the MSA was developed. These contours were introduced into a Geographic Information System (GIS) in which the numbers of people, schools, etc., affected at the final 12 sites were determined. The GIS was also used to determine land cover and number of people within each of the 12 sites. A further GIS evaluation of natural environmental impact (wetlands, stream types, and priority habitats) for each site will be completed in early June.

It was determined that all sites found to be acceptable (with rankings from Excellent to Poor) in the categories of Instrument Approach Capability, Local Airspace Acceptability, and Construction Cost would be presented to the Working Group for its consideration. Twelve sites were considered potentially acceptable.

Documentation Available

The results of the Market Analysis, detailed in Working Paper 2, and tables summarizing the results of the GIS analysis, will be available at the May 27 Working Group meeting. Multi-page tables containing results of the Instrument Approach Capability, Local Airspace Acceptability, Construction Cost, and Expansion Potential analyses will be available in draft form at the May 27 meeting and will be published in Working Paper 3. A draft of Working Paper 3 will be available on June 24. A draft matrix summarizing the results of all evaluations for the 25 sites will be available at the May 27th meeting. This matrix will be finalized in Working Paper 3. Results of the Natural Environmental Analysis will be distributed to the Working Group and other interested parties when completed in early June.

Interim Site Evaluation Results

Twelve sites were determined to be acceptable after the Instrument Approach Capability, Local Airspace Acceptability, and Cost of Construction analyses. Those sites are located on the following regional map and are named: Arlington, Bothell/Mill Creek, Duvall, Enumclaw, Frederickson, Lake Sawyer, Marysville East, Marysville West, McChord, Redmond, Stanwood, and Tanwax Lake. The regional map also identifies sites analyzed and determined to be unacceptable. Following the regional map are a summary matrix, and location maps and initial analysis sheets for each site.

Mt. Vernon Site ● 20

MSA SITE SELECTION

PUGET SOUND REGION

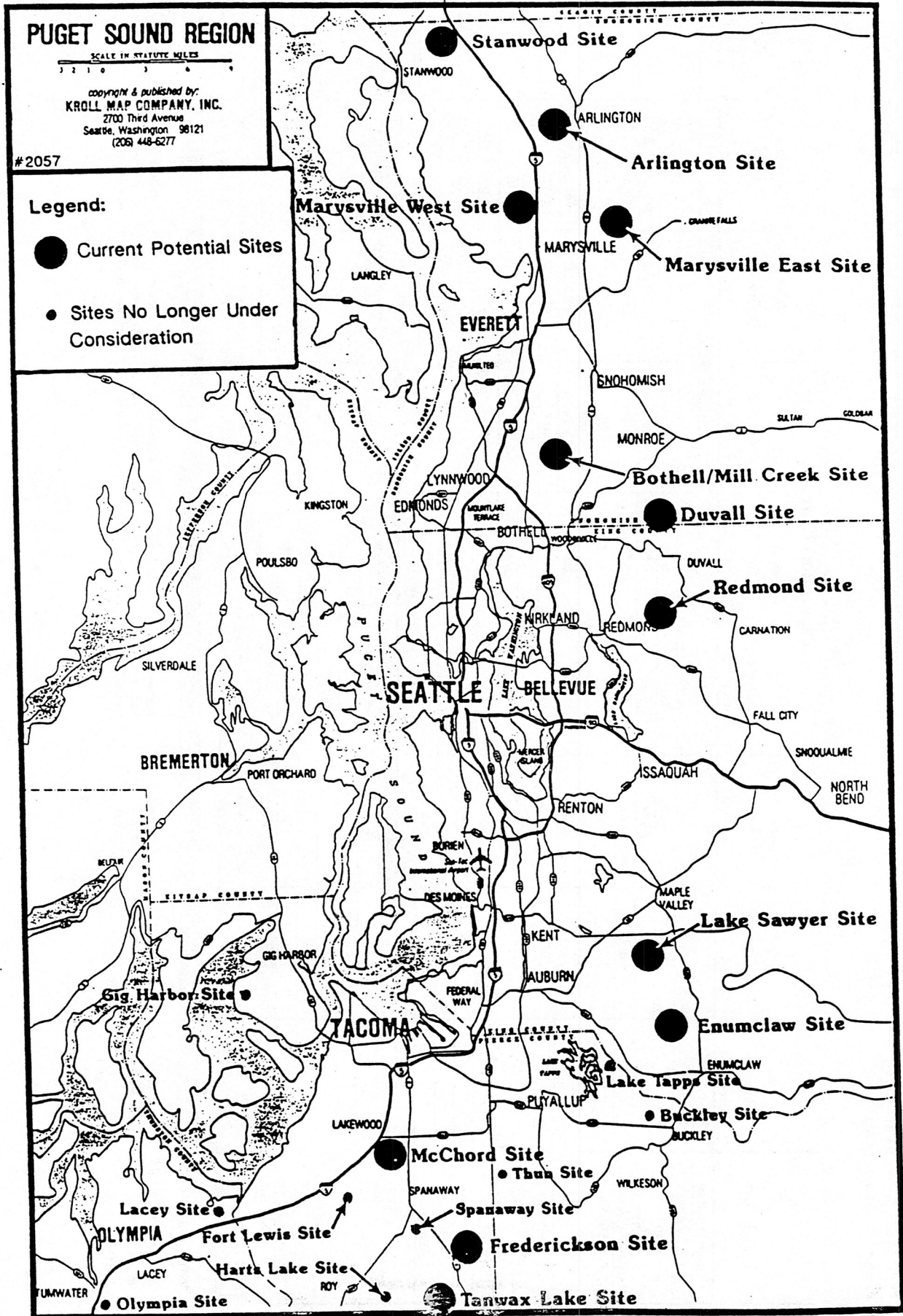
SCALE IN STATUTE MILES
1 2 3 4 5

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KROLL MAP COMPANY, INC.
2700 Third Avenue
Seattle, Washington 98121
(206) 448-6277

#2057

Legend:

- Current Potential Sites
- Sites No Longer Under Consideration



May 27, 1994

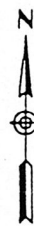
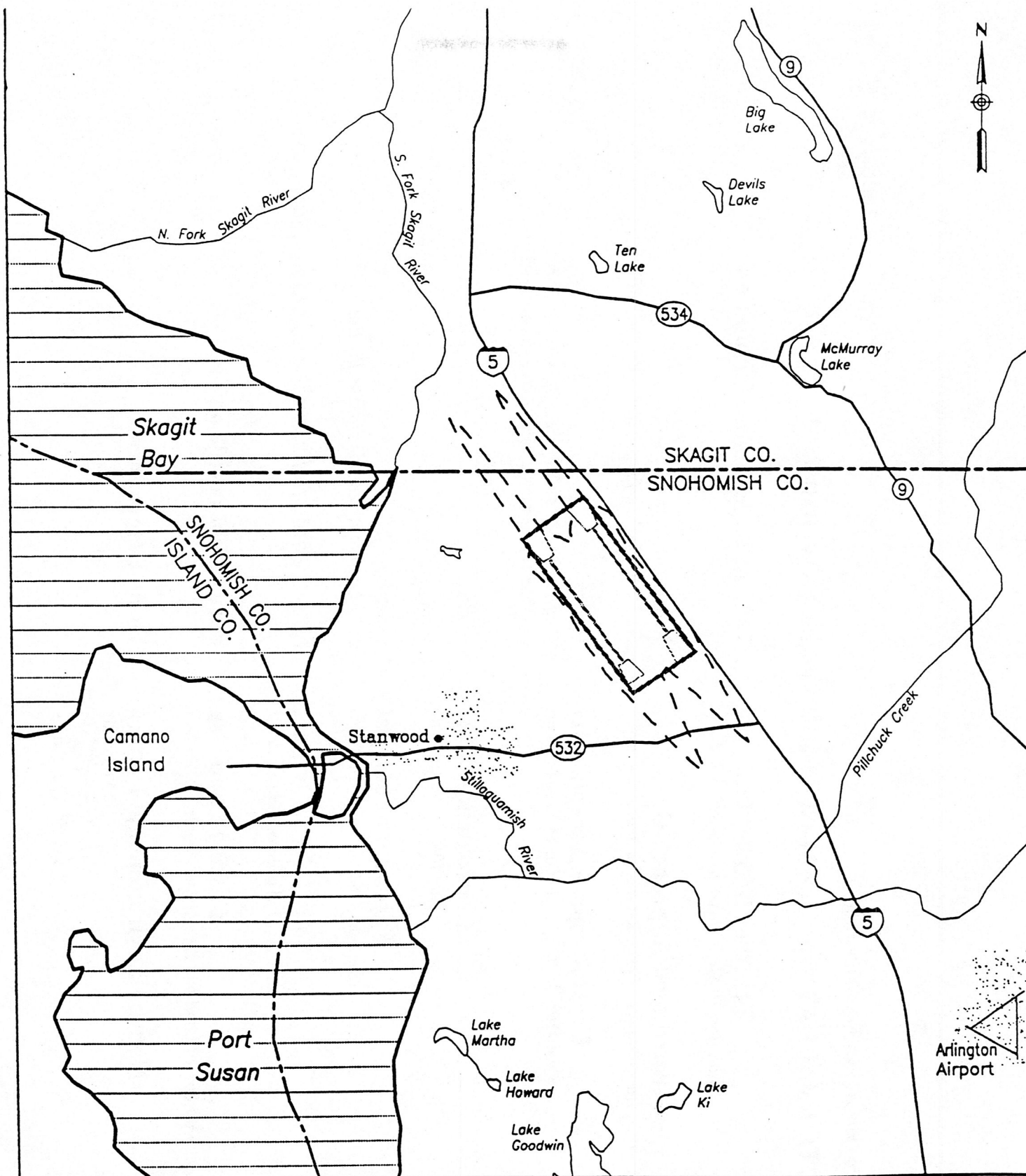
PSRC Major Supplemental Airport Feasibility Study
Airport Site Summary Matrix

Location	Initial Screening	Market Analysis (by Site Area)	Instrument Approach Capability	Local Airspace Evaluation	Construction Cost Increase	Expansion Potential	Noise Impact (65 Ldn) #	Predominant Land Cover *	Natural Environment
Samish Bay	Out of 4 Co.		(Un)	(Poor)					
Mt. Vernon	Out of 4 Co.			Poor	5%	Good	600 / 0	Forest / 500	
Stanwood		16%	Poor	Poor	5%	Excellent	2,500 / 0	Open / 1,800	
Arlington		16%	Poor	Fair	5%	None	1,600 / 2	Open / 800	
Marysville West		16%	Fair	Fair	5%	Fair	1,000 / 0	Open Forest / 700	
Marysville East		31%	Poor	Poor	10%	Poor	6,300 / 1	Open / 3,400	
Bothell/Mill Crk		29%	Fair	Good	20%	None	1,200 / 0	Forest / 900	
Duvall		29%	Fair	Good	10%	Poor	1,400 / 0	Forest / 1,000	
Redmond		5%	Fair	Good	10%	Fair	2,700 / 0	Forest / 1,800	
Lake Sawyer			Excellent	Fair	30%				
Gig Harbor		10%	Fair	Fair	10%	Good	1,200 / 1	Open / 900	
Enumclaw		10%	Unacceptable	(Poor)					
Lake Tapps		10%	Unacceptable	(Fair)					
Buckley		22%	Excellent	Poor	0%	Poor	10,200 / 1	Developed / 5,600	
McChord		18%	Unacceptable	(Unacceptable)					
Thun			(Excellent)	(Unacceptable)					
Lacey	Out of 4 Co.		Excellent	Unacceptable					
Fort Lewis		22%	Excellent	Unacceptable					
Spanaway		18%	Excellent	Unacceptable					
Fredrickson		18%	Poor	Poor	5%	Good	• / 2	Open / •	
Harts Lake		17%	Fair	Unacceptable					
Tenax Lake		17%	Fair	Fair	10%	Good	300 / 0	Forest / 250	
Olympia	Out of 4 Co.		(Un)	(Excellent)					
Tenalquot	Out of 4 Co.								
Sunnydale	Out of 4 Co.								
Remaining Sites =									
Sites Dropped: (by ea. criteria) Samish Bay Mt. Vernon Lacey Tenalquot Olympia Sunnydale None Lake Tapps Buckley Thun Gig Harbor Spanaway Fort Lewis Harts Lake Criteria does not remove sites from consideration Criteria does not remove sites from consideration									

Sites are listed North to South.

Legend

- # Numbers represent: No. of People / Schools and Hospitals within 65 Ldn Contour
- * Numbers represent: Predominant Landcover / No. of People within the Airport Perimeter
- ** The noise contours of these sites extend beyond the PSRC boundaries where comparable data are unavailable.
- Unavailable at this time



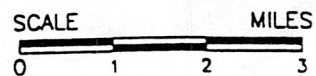
LEGEND:

- Airport Perimeter
- - - - - Limit of 65 Ldn



Incorporated Area

Stanwood Site



SITE EVALUATION SUMMARY FOR:

STANWOOD

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

16% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Poor
NE Horizontal Surface Violated By 350-750'

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Poor
*Conflicts with NAS Whidbey, Bayview Airport
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+5%

Expansion Potential
Beyond MSA Planning Standard

Good
Only Limit to Expansion is I-5 to the East

Noise Impact
Within 65 Ldn Contour

600+ People (additional evaluation underway)

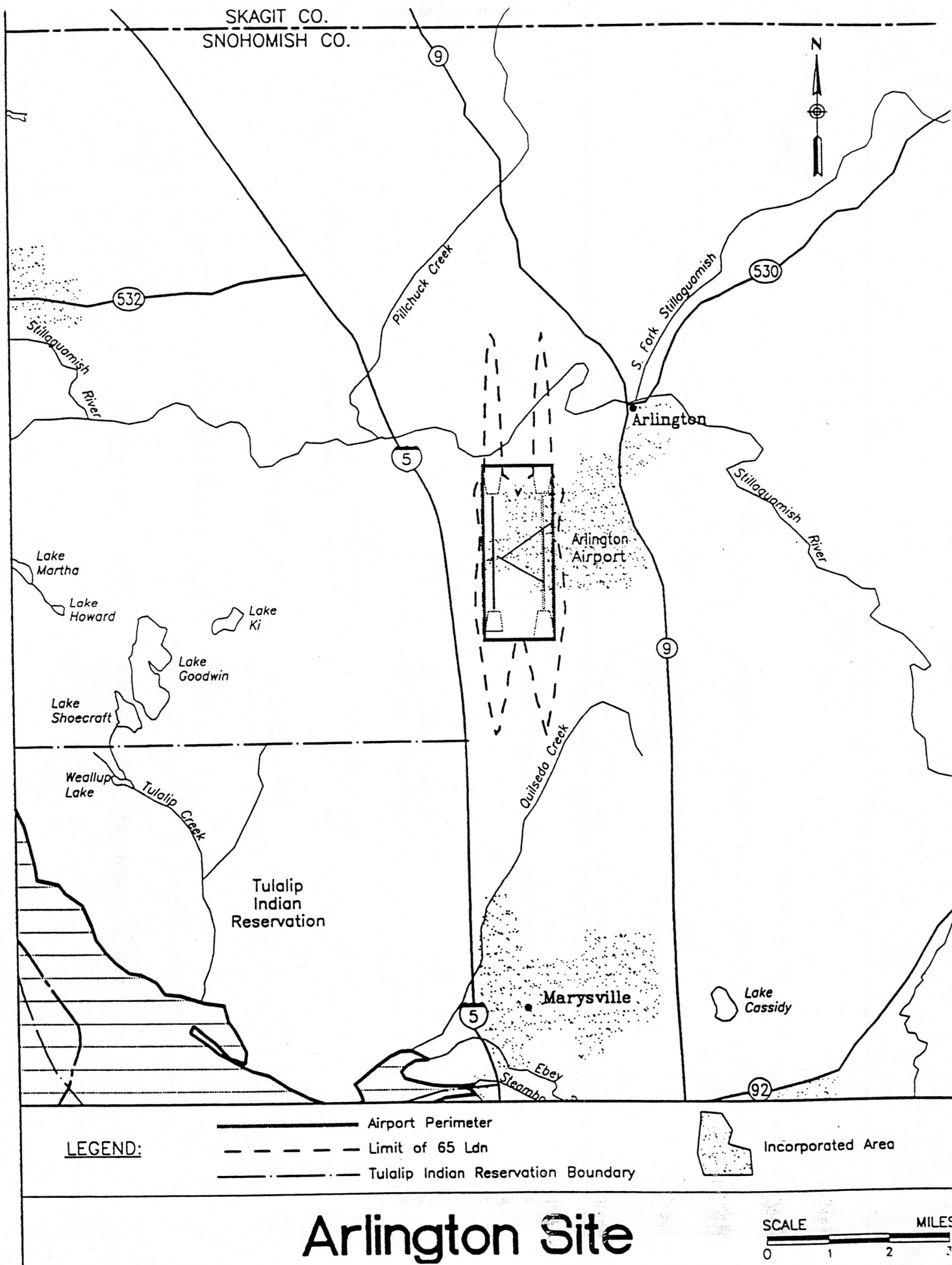
Existing Land Use
Predominant Use of Land and Number of People Within Site

Forest, 500 People on Site

Natural Environmental Impact

- ❖ Wetlands
- ❖ Stream Types
- ❖ Priority Habitats

To Be Determined



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

ARLINGTON

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

16% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Poor
East Horizontal Surface Violated by 300'

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Fair
*Some Conflicts With Paine Field
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+0%

Expansion Potential
Beyond MSA Planning Standard

Excellent

Up to 14,000' for each runway, up to 6,000' runway separation

Noise Impact
Within 65 Ldn Contour

2,500 People

Existing Land Uses
Predominant Use of Land and Number of People Within Site

Open Land, 1,800 People on Site

Natural Environmental Impact

- ❖ Wetlands
- ❖ Stream Types
- ❖ Priority Habitats

To Be Determined

Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

MARYSVILLE WEST

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

16% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Poor
West Horizontal Surface Violated by 400'

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Fair
*Conflicts with Arlington Muni. and Paine Field
 (Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+5%

Expansion Potential
Beyond MSA Planning Standard

None

Noise Impact
Within 65 Ldn Contour

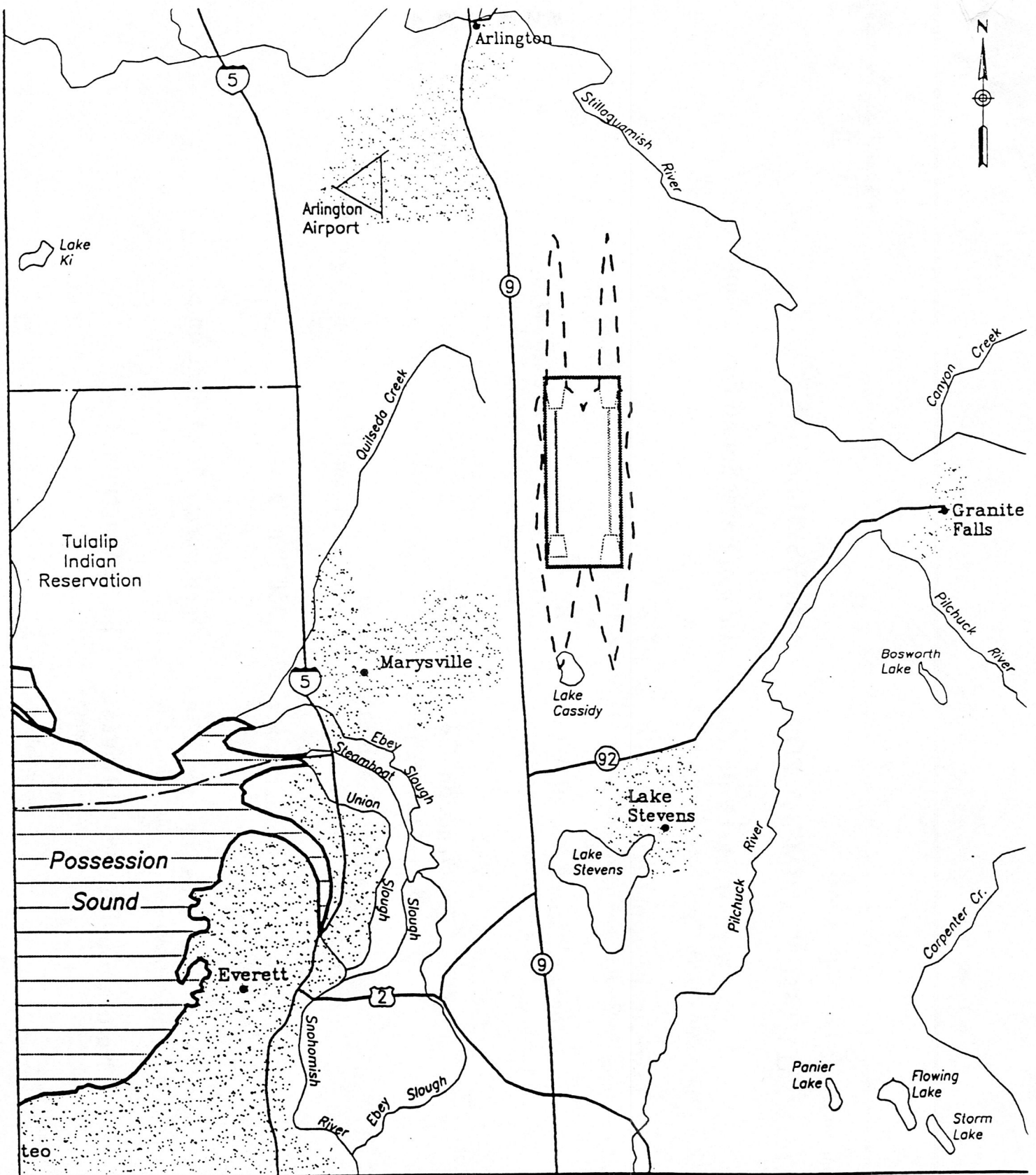
1,600 People, 2 Schools

Existing Land Uses
Predominant Use of Land and Number of People Within Site

Open, 800 People on Site

Natural Environmental Impact
 ♦ Wetlands
 ♦ Stream Types
 ♦ Priority Habitats

To Be Determined



LEGEND:

- Airport Perimeter
- - - - - Limit of 65 Ldn
- . - . - Tulalip Indian Reservation Boundary



Incorporated Area

Marysville East Site



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

MARYSVILLE EAST

Site Area Market Potential

16% of Puget Sound Population

Population 10 Min. Closer to Site Than Sea-Tac

Instrument Approach Capability

Fair

Ability to Accommodate Precision Instrument Approaches

High Hills to North and East

Local Airspace Acceptability

Fair

Compatibility With Approaches to Area Airports

*Conflicts with Arlington and Paine Field
(Will be supplemented later with FAA analysis)*

Construction Cost

+5%

Relative to an Ideal Site

Expansion Potential

Fair

Beyond MSA Planning Standard

Runways Can Be Extended to South. Separation Up to 6,000'

Noise Impact

1,000 People

Within 65 Ldn Contour

Existing Land Use

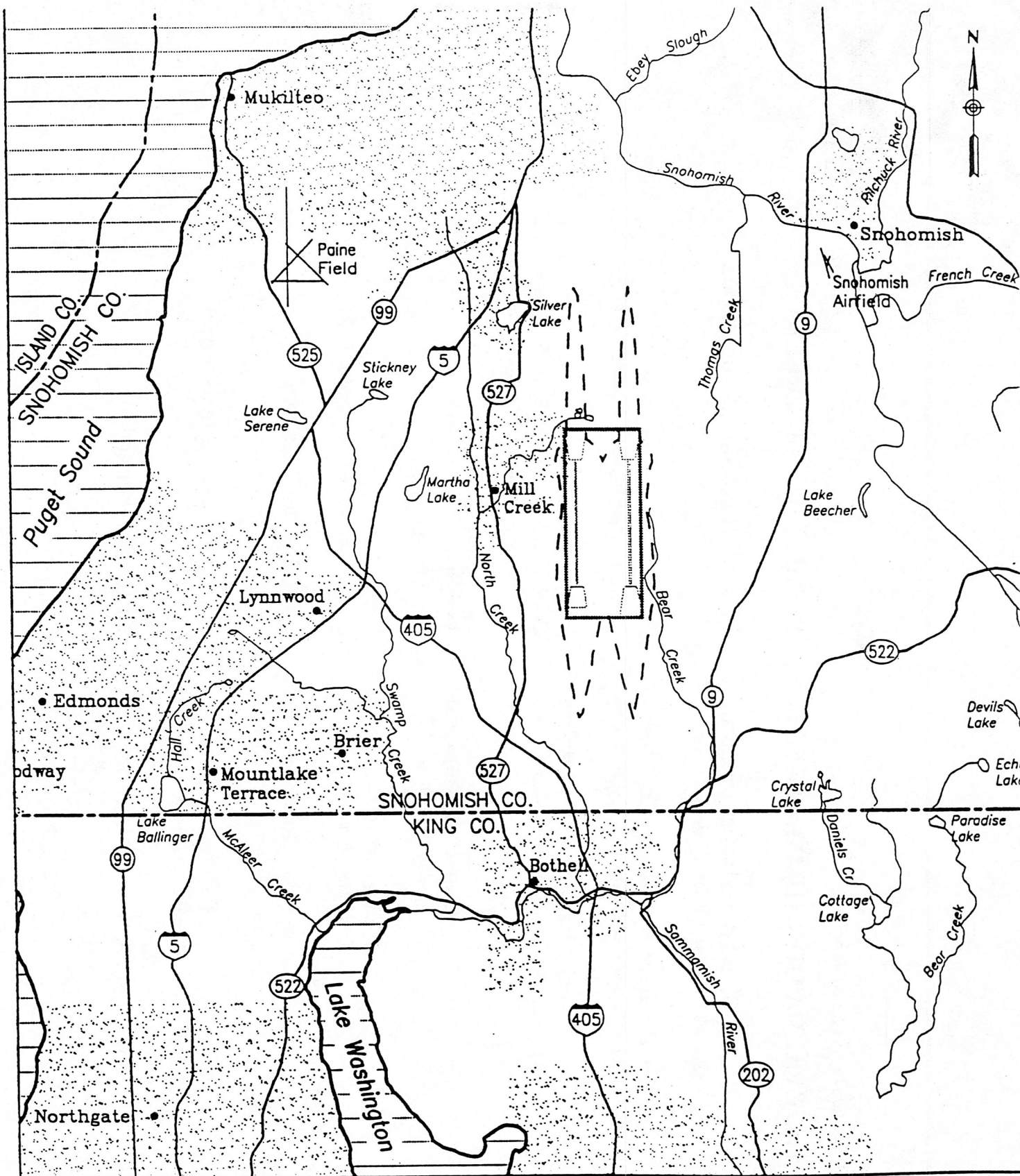
Open/Forest, 700 People on Site

Predominant Use of Land and Number of People Within Site

Natural Environmental Impact

To Be Determined

- ❖ Wetlands
- ❖ Stream Types
- ❖ Priority Habitats



LEGEND:

- Airport Perimeter
- Limit of 65 Ldn



Incorporated Area

Bothell/Mill Creek Site



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

BOTHELL/MILL CREEK

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

31% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Poor
East Horizontal Surface Violated by 100'

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Poor
*Conflicts with Paine Field. Some Conflicts with Sea-Tac
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+10%

Expansion Potential
Beyond MSA Planning Standard

Poor
East Runway May Be Extended to 12,000'

Noise Impact
Within 65 Ldn Contour

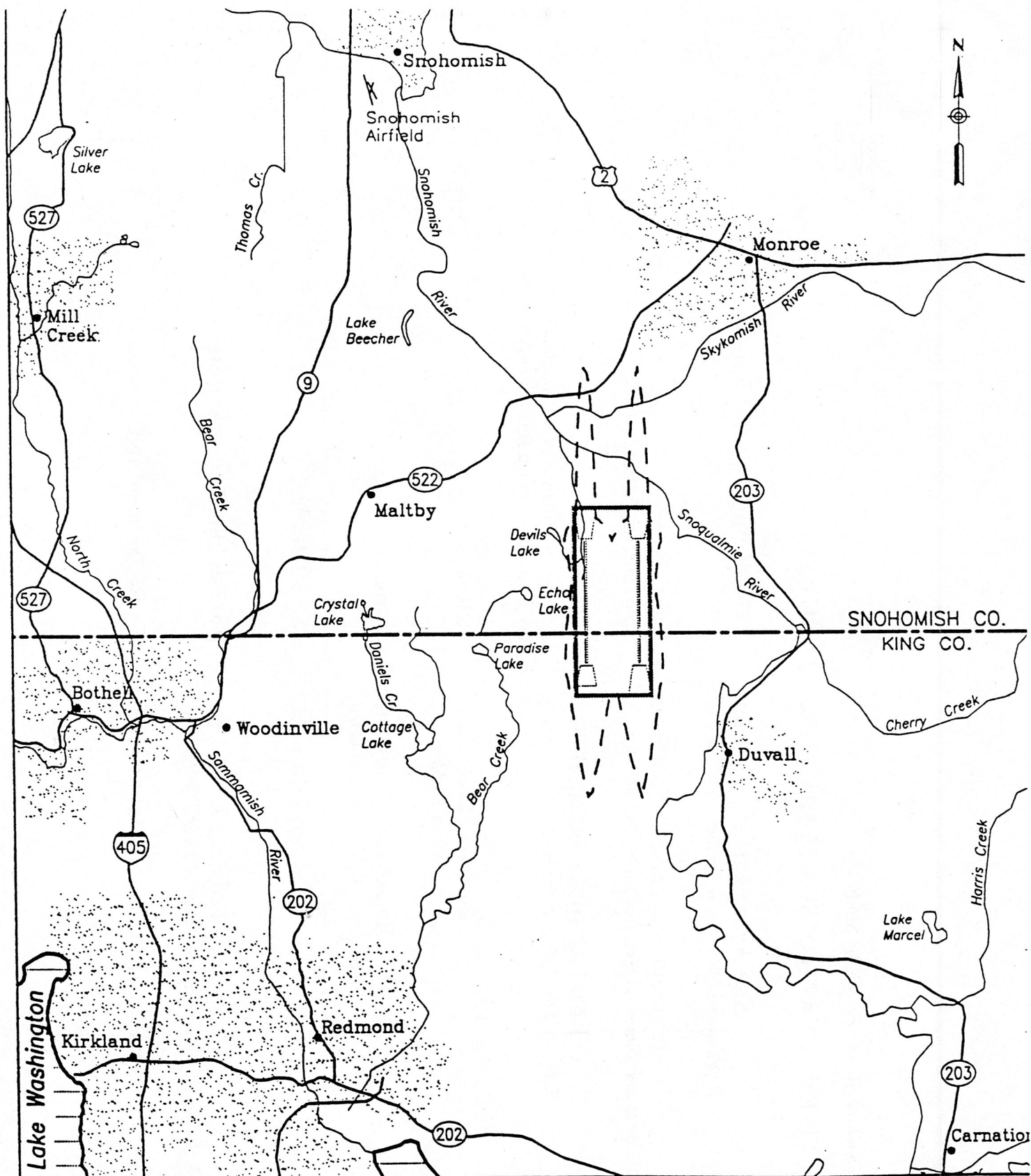
6,300 People, 1 School

Existing Land Use
Predominant Use of Land and Number of People Within Site

Open, 3,400 People on Site

Natural Environmental Impact
✧ Wetlands
✧ Stream Types
✧ Priority Habitats

To Be Determined



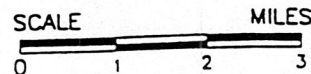
LEGEND:

- Airport Perimeter
- - - - - Limit of 65 Ldn



Incorporated Area

Duvall Site



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

DUVALL

29% of Puget Sound Population

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

Fair
Area Hills. No Surface Violations

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Good
*Access to Site Restricted by Mountains
(Will be supplemented later with FAA analysis)*

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

+20%

Construction Cost
Relative to an Ideal Site

None

Expansion Potential
Beyond MSA Planning Standard

1,200 People

Noise Impact
Within 65 Ldn Contour

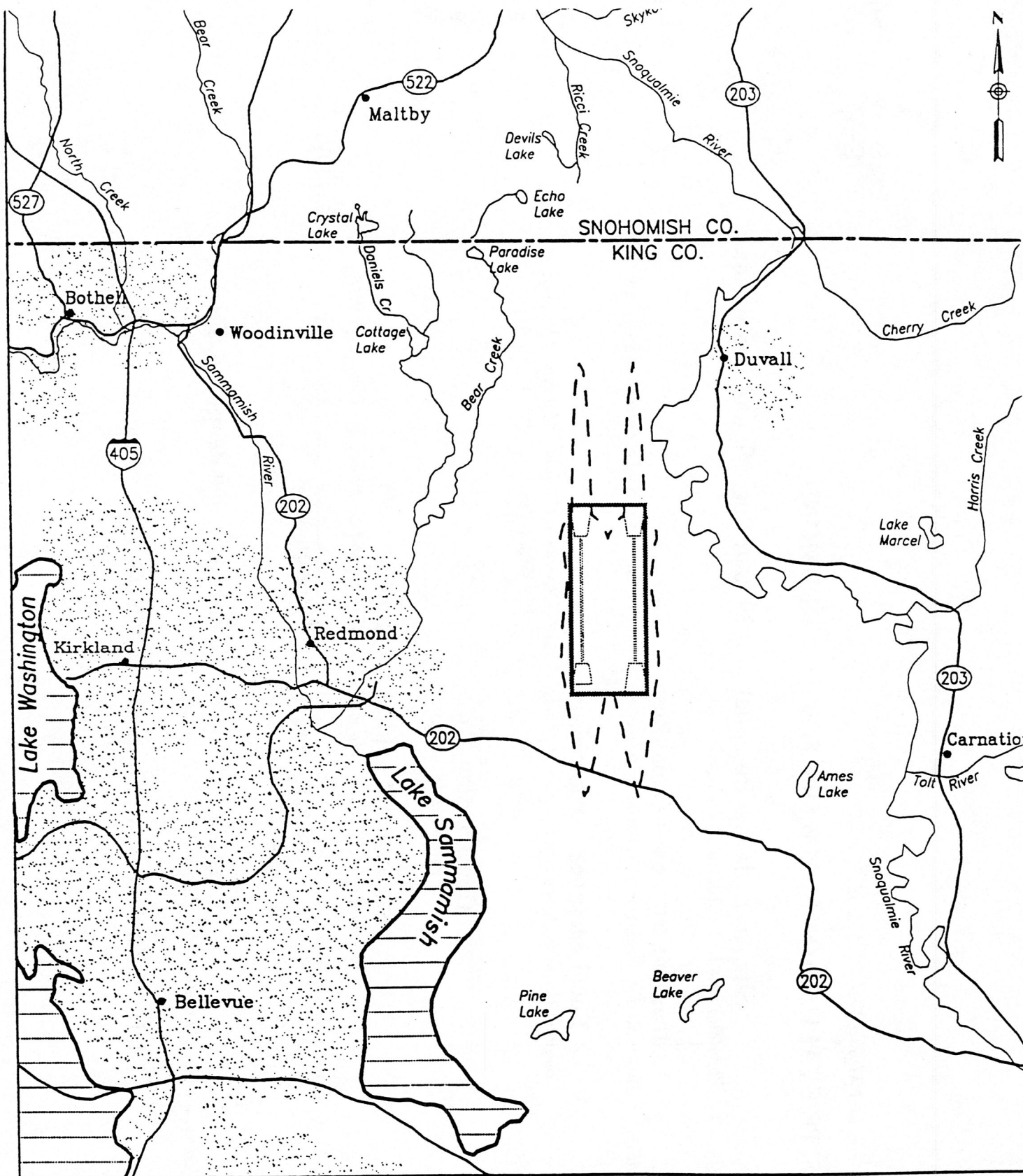
Forest, 900 People on Site

Existing Land Use
Predominant Use of Land and Number of People Within Site

To Be Determined

Natural Environmental Impact

- ✧ Wetlands
- ✧ Stream Types
- ✧ Priority Habitats



LEGEND:

- Airport Perimeter
- - - - - Limit of 65 Ldn



Incorporated Area

Redmond Site



SITE EVALUATION SUMMARY FOR:

REDMOND

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

29% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Fair

Mountains and Radio Towers to South and West

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Good

*No Apparent Conflicts, Mountains Restrict Access
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+10%

Expansion Potential
Beyond MSA Planning Standard

Poor

Can Extend East Runway North to 12,000'

Noise Impact
Within 65 Ldn Contour

1,400 People

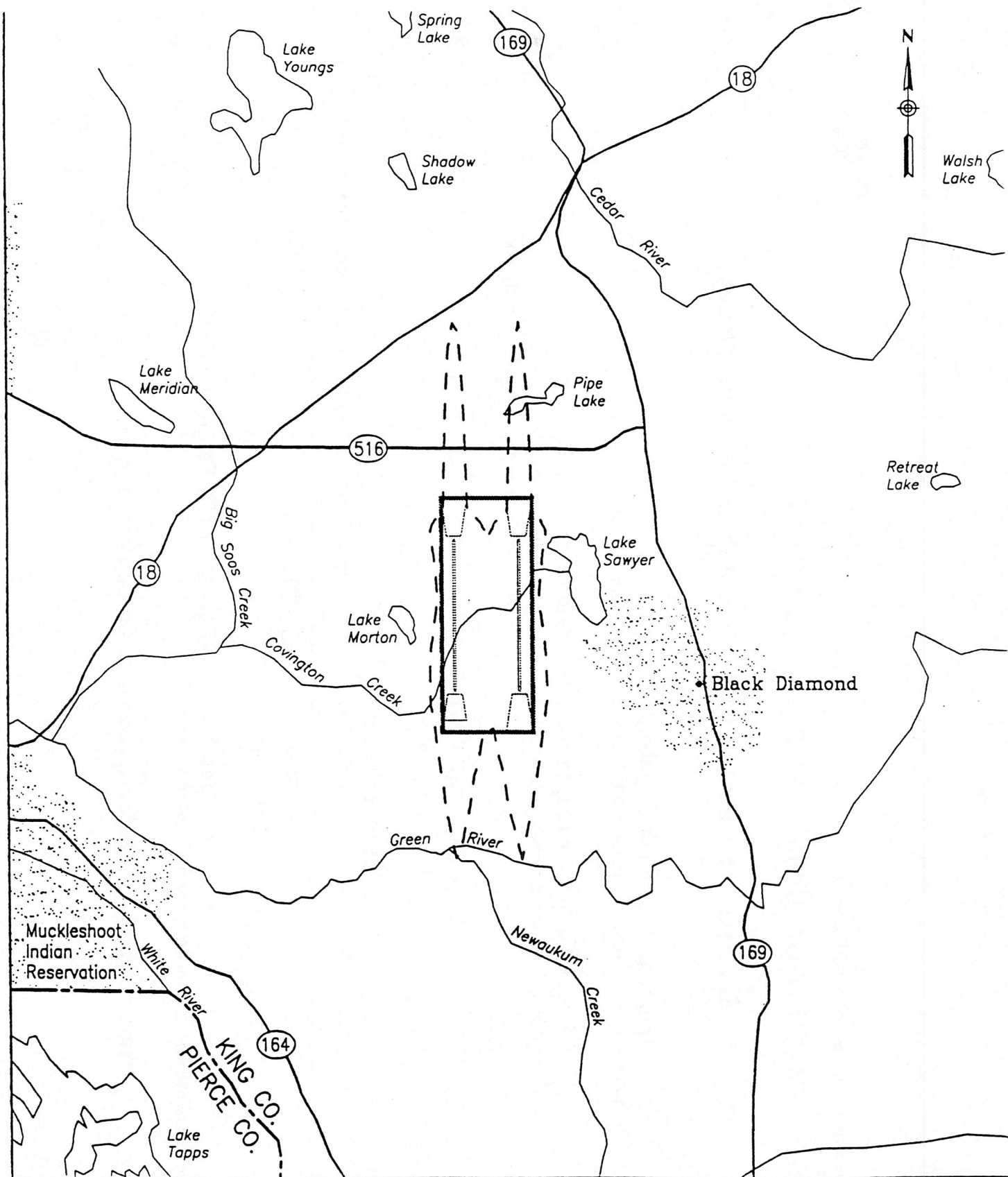
Existing Land Use
Predominant Use of Land and Number of People Within Site

Forest, 1,000 People on Site

Natural Environmental Impact

- ✧ Wetlands
- ✧ Stream Types
- ✧ Priority Habitats

To Be Determined



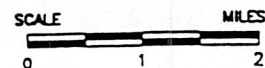
LEGEND:

- Airport Perimeter
- Limit of 65 Ldn



Incorporated Area

Lake Sawyer Site



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

LAKE SAWYER

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

5% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Fair
Mountains North and South

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Good
*Access to Area Restricted by Mountains
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+10%

Expansion Potential
Beyond MSA Planning Standard

Fair
Can Extend Runways to 12,000'. Increase Separation to 5,000'

Noise Impact
Within 65 Ldn Contour

2,700 People

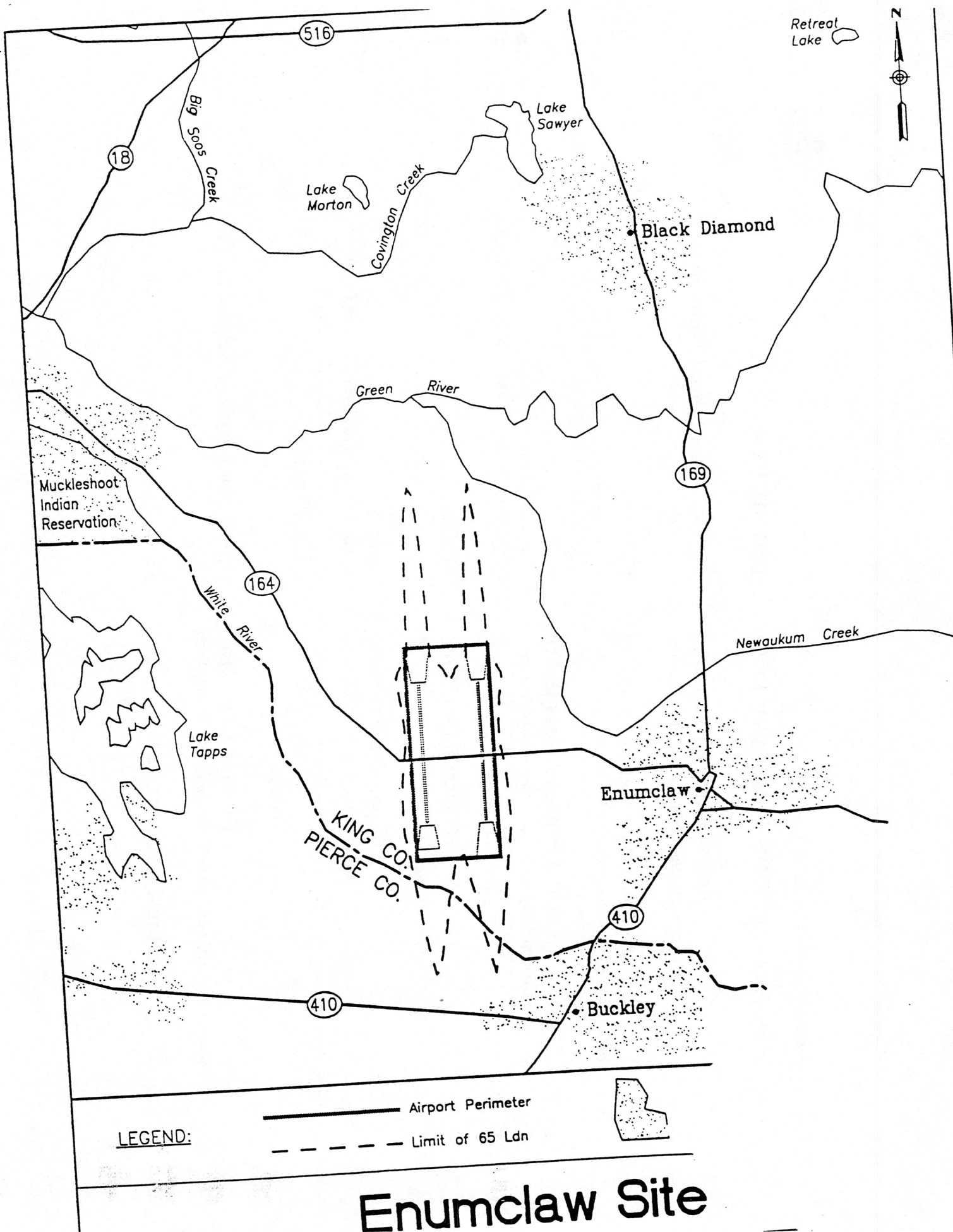
Existing Land Use
Predominant Use of Land and Number of People Within Site

Forest, 1,800 People on Site

Natural Environmental Impact

- ✦ Wetlands
- ✦ Stream Types
- ✦ Priority Habitats

To Be Determined



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

ENUMCLAW

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

10% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Fair
Mountains to South and East

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Fair
*Access Limited by Mountains
 (Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+10%

Expansion Potential
Beyond MSA Planning Standard

Good
Can Be Expanded to North, West and East

Noise Impact
Within 65 Ldn Contour

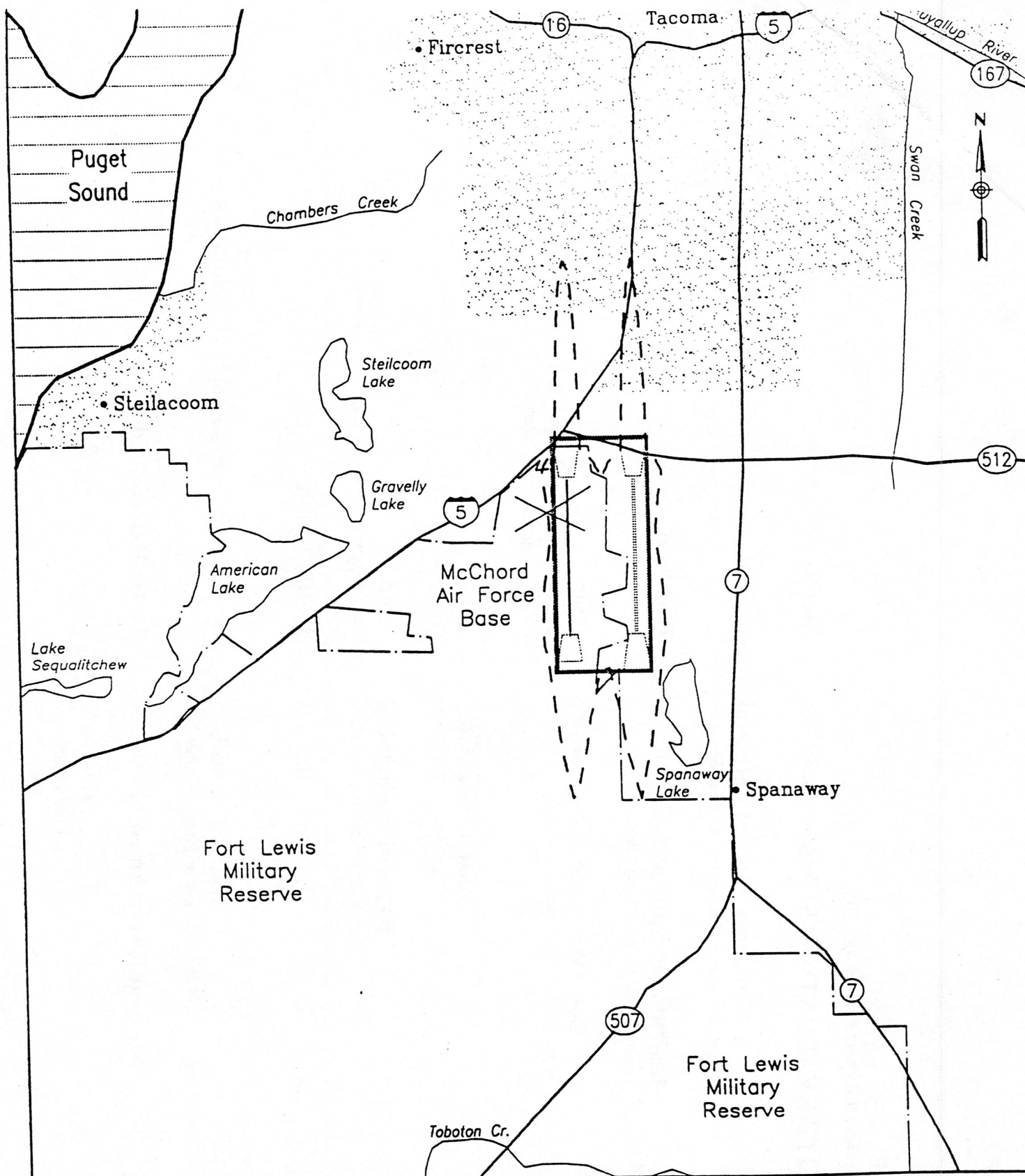
1,200 People

Existing Land Use
Predominant Use of Land and Number of People Within Site

Open; 900 People, 1 School on Site

Natural Environmental Impact
 ✧ Wetlands
 ✧ Stream Types
 ✧ Priority Habitats

To Be Determined



McChord Site

Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

McCHORD AFB

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

22% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Excellent

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Poor

*Conflicts with Gray Airfield. Ft. Lewis MOA
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

0%

Expansion Potential
Beyond MSA Planning Standard

Poor

Only Expansion is to the South

Noise Impact
Within 65 Ldn Contour

10,200 People

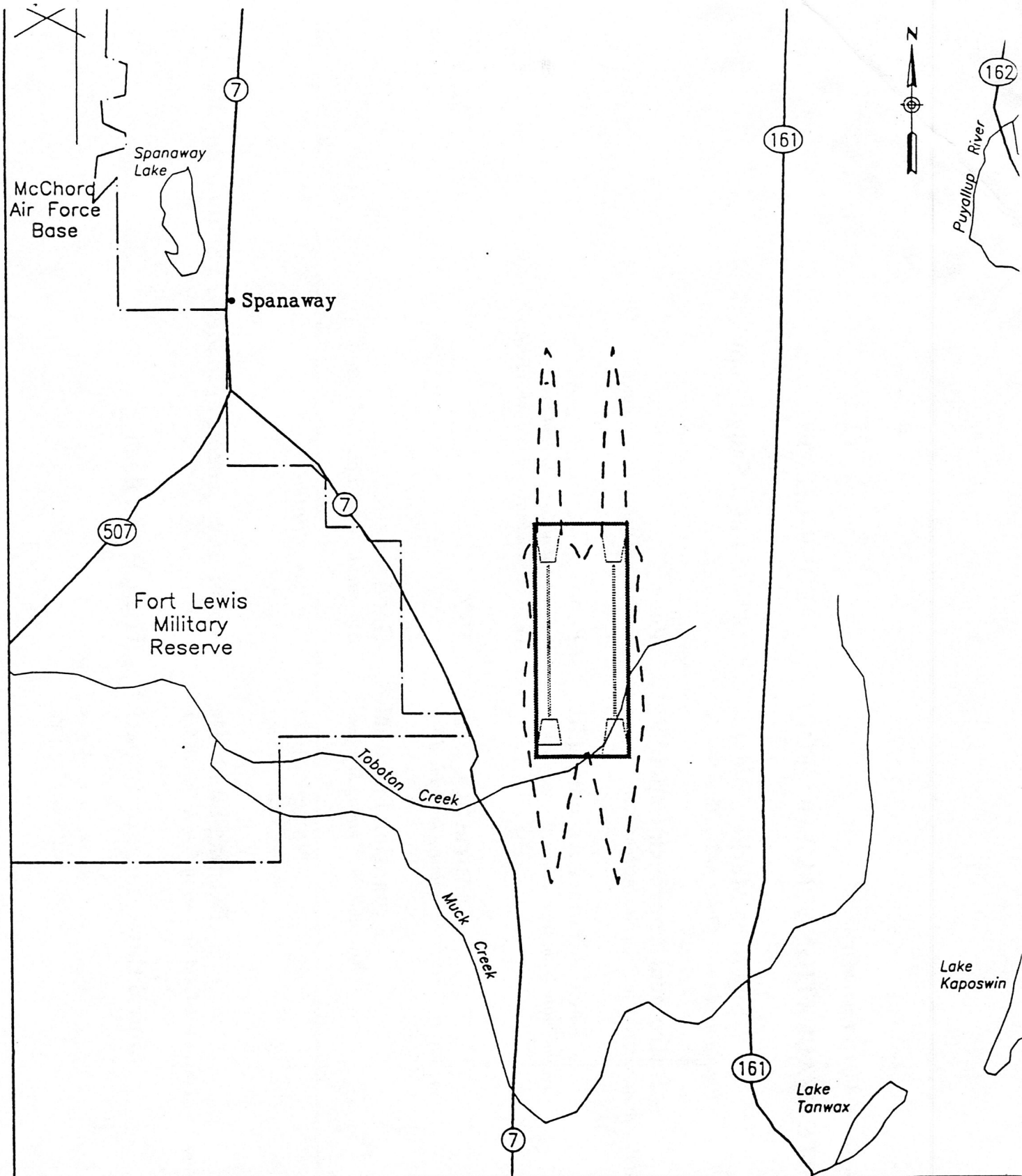
Existing Land Use
Predominant Use of Land and Number of People Within Site

Developed; 5,600 People, 1 School on Site

Natural Environmental Impact

- ✧ Wetlands
- ✧ Stream Types
- ✧ Priority Habitats

To Be Determined



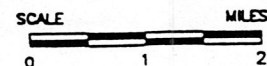
LEGEND:

- Airport Perimeter
- Limit of 65 Ldn
- Fort Lewis Military Reserve Boundary



Incorporated Area

Frederickson Site



Major Supplemental Airport Feasibility Study

SITE EVALUATION SUMMARY FOR:

FREDERICKSON

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

18% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Poor
East Horizontal Surface Violated by 125'

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Poor
*Conflicts With Sea-Tac and McChord
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+5%

Expansion Potential
Beyond MSA Planning Standard

Good
Expandable North, East, and West

Noise Impact
Within 65 Ldn Contour

being evaluated

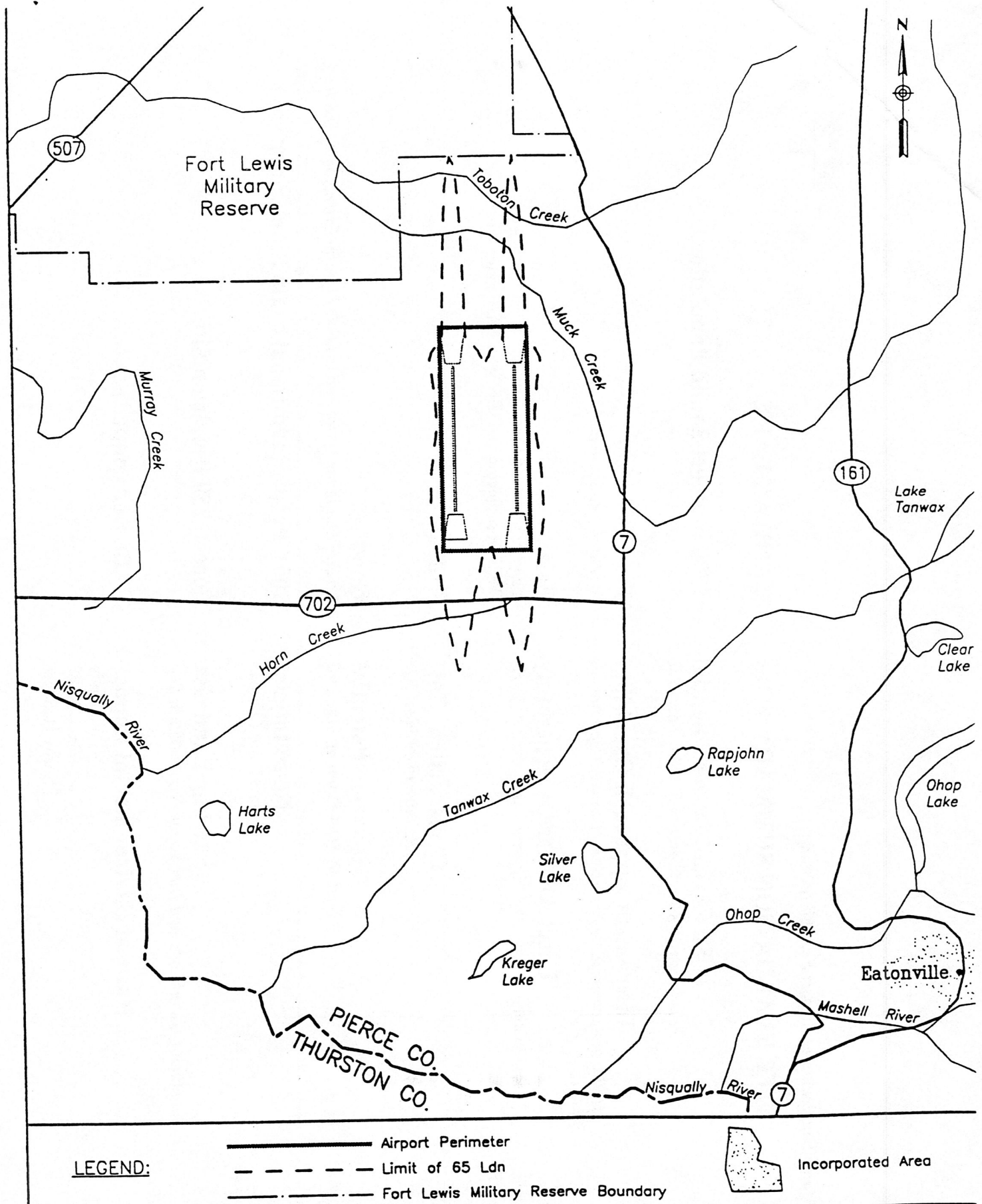
Existing Land Use
Predominant Use of Land and Number of People Within Site

Open; (people being evaluated), 2 Schools on Site

Natural Environmental Impact

- ✧ Wetlands
- ✧ Stream Types
- ✧ Priority Habitats

To Be Determined



Tanwax Lake Site

SCALE 0 1 2 MILES

SITE EVALUATION SUMMARY FOR:

TANWAX LAKE

Site Area Market Potential
Population 10 Min. Closer to Site Than Sea-Tac

17% of Puget Sound Population

Instrument Approach Capability
Ability to Accommodate Precision Instrument Approaches

Fair
Mountains to South and West

Local Airspace Acceptability
Compatibility With Approaches to Area Airports

Fair
*Conflict with McChord AFB
(Will be supplemented later with FAA analysis)*

Construction Cost
Relative to an Ideal Site

+10%

Expansion Potential
Beyond MSA Planning Standard

Good
No Site Limitations. Mountains Limit Runway Extension to South

Noise Impact
Within 65 Ldn Contour

300+ People (additional evaluation underway)

Existing Land Use
Predominant Use of Land and Number of People Within Site

Forest, 250 People on Site

Natural Environmental Impact

- ✧ Wetlands
- ✧ Stream Types
- ✧ Priority Habitats

To Be Determined